

AMENDMENTS TO THE CLAIMS

1. (currently amended) A pneumatic tire comprising a tread and shoulders adjacent the tread, the tread comprising at least one circumferentially extending rib,
the rib having opposed sides, laterally extending edges and circumferentially extending edges, wherein, circumferentially extending from the laterally extending edges and extending along the circumferentially extending edges, and connected to the rib are chamfers, the chamfers on opposed sides of the rib being circumferentially overlapping, and wherein, as the chamfers extend along the circumferentially extending edges, the rib side is gradually exposed, and
the rib having a plurality of sipes with a density of two to eight sipes per inch (0.78 - 3.15 sipes per cm).
2. (canceled)
3. (currently amended) The tire of claim 1 wherein each chamfer [[and]] decreases in width from the laterally oriented edge to the circumferentially adjacent laterally oriented edge.
4. (original) The tire of claim 1 wherein the radial height of the chamfer decreases from the laterally oriented edge to the circumferentially adjacent laterally oriented edge.
5. (original) The tire of claim 1 wherein the axially outermost edge of the chamfer, relative to the equatorial plane of the tire, gradually increases in height while the axially innermost edge of the chamfer gradually decreases in height.
6. (previously presented) The tire of claim 3 wherein the laterally oriented edges on each side of the rib are circumferentially offset from the laterally oriented edges on the opposing side of the rib.
7. (original) The tire of claim 1 wherein the sipes are comprised of at least two inclined portions.

8. (original) The tire of claim 1 wherein the rib is located on the equatorial plane of the tire.
9. (original) The tire of claim 1 wherein the tread is comprised of at least three of the chamfered ribs.
10. (original) The tire of claim 1 wherein at least one of the chamfered ribs are located on each side of the equatorial plane of the tire.
11. (original) The tire of claim 1 wherein the tread is comprised of at least two adjacent chamfered ribs and the laterally extending edges of the adjacent ribs are aligned to form a straight line.
12. (original) The tire of claim 1 wherein the tread is comprised of at least two adjacent chamfered ribs and the chamfers in the adjacent ribs are circumferentially overlapping by a length of 5 to 75 of the greatest circumferential length of the chamfers.
13. (original) The tire of claim 1 wherein the laterally extending edges are inclined at an angle in the range of 45° - 90° relative to the equatorial plane of the tire.
14. (original) The tire of claim 1 wherein the circumferentially extending edges of the rib are inclined in the same direction, parallel to one another.
15. (original) The tire of claim 1 wherein the circumferentially extending edges of the rib are inclined at the same angle relative to the equatorial plane but in opposing directions.
16. (currently amended) A pneumatic tire comprising a tread and shoulders adjacent the tread, the tread comprising at least one circumferentially extending rib, the rib having opposed sides, laterally extending edges and circumferentially extending edges, wherein, circumferentially extending from the laterally extending edges and extending along the circumferentially extending edges, and connected to the rib are chamfers, the chamfers on opposed sides of the rib being circumferentially

overlapping, and wherein, as the chamfers extend along the circumferentially extending edges, the rib side is gradually exposed, and

the rib having a plurality of sipes with a density of two to eight sipes per inch (0.78 - 3.15 sipes per cm) wherein the sipes extend laterally into the chamfers.

17. (new) The tire of claim 1 wherein the circumferentially extending edges of the rib are inclined at an angle greater than 0° but not more than 30° relative to an equatorial plane of the tire.